

Chapter 1 General

1-1. Purpose

This regulation establishes responsibilities and procedures for carrying out the Army Safety Program's motor vehicle accident prevention effort and reducing the risk of death and injury to Army personnel in privately owned vehicle (POV) accidents.

1-2. References

Required and related publications and referenced forms are listed in appendix A.

1-3. Explanation of abbreviations and terms

Abbreviations and special terms used in this regulation are explained in the glossary.

1-4. Responsibilities

a. The Deputy Chief of Staff for Personnel has overall responsibility for developing Army policy for safe operation of Army motor vehicles (AMVs). The Director of Army Safety is responsible for formulating this policy.

b. The Commander, U.S. Army Safety Center will develop policy recommendations in the motor vehicle area and provide a variety of data analysis and countermeasure programs to support field motor vehicle accident prevention efforts.

c. Commanders at all levels will ensure that—

(1) Procedures are prescribed for the safe operation of AMVs, combat vehicles, materiel-handling equipment, and POVs on and off Army installations and contractor vehicles on post.

(2) Vehicle operations and maintenance are carried out in accordance with Army regulations and technical manuals. Documentation of inspections is based upon Federal Highway Safety Program Standards (HSPS). The HSPS modified for Army use are in appendix B.

(3) Motor vehicle activities and accident data are collected, analyzed, and evaluated to identify where accident prevention efforts must be focused.

(4) High-quality personnel are selected for testing and training.

(5) Supervision of Army drivers is maintained.

(6) On-post roads and trails are maintained at a level that will permit safe vehicle operations.

(7) Training, education, and motivation programs dealing with POVs are developed and applied.

d. Army installation commanders will base their traffic safety programs on Highway Safety Program Standards (23 CFR 1230). The minimum requirements for these standards are outlined in appendix B. In addition to helping develop programs, commanders should use the Highway Safety Program Manuals published by the U.S. Department of Transportation, National Highway Traffic Safety Administration, 400 7th Street SW, WASH DC 20590.

1-5. Objectives

a. The AMV safety objective is to provide training and guidance to operators of all AMVs, combat vehicles, and materiel-handling equipment to enable them to safely transport personnel and property by motor vehicle with the least possible risk.

b. The POV safety objective is to provide personnel with training and guidance to reduce their risk of death or injury from POV accidents.

1-6. Funding

Funds required to implement provisions of this directive will be programmed into the annual installation budget request.

Chapter 2 Prevention of Army Motor Vehicle Accidents

Section I

Producing Safe Driving Behavior

2-1. General

Most Army motor vehicle accidents are caused by driver error. Proper selection, training, and supervision of drivers will help to prevent these errors.

2-2. Driver selection

Drivers will be selected, trained, tested, and licensed according to AR 600-55, FM 21-17, and FM 55-30.

2-3. Driver training

Commanders will ensure that AMV drivers and other Army equipment operators receive training and education that meet the requirements of—

a. Modified HSPS No. 4 (app B).

b. AR 600-55.

c. Department of the Army (DA) Technical Manuals and Field Manuals containing procedures to follow in selecting, training, examining, licensing, and supervising vehicle drivers or equipment operators.

2-4. Investigating and reporting accidents

a. Army motor vehicle accidents will be investigated and reported in accordance with AR 385-40 and AR 190-5. The Provost Marshal and the installation safety office should coordinate to ensure completeness of accident reports and to avoid duplication of efforts.

b. Commanders responsible for motor vehicle operations will ensure that—

(1) Investigative procedures reveal operator task errors, management or supervisory errors, equipment failures, and environmental factors causing or contributing to the accident. As an aid to AMV accident investigation, SF 91 (Operator Report of Motor Vehicle Accident) should be available to operators.

(2) Systems defects causing or contributing to these factors are identified and corrected.

c. Medical authorities will identify in all AMV accident reports nonuse or failure of installed restraint systems contributing to injury to Army personnel and recommend remedial measures.

2-5. Motivating safe performance

a. Commanders will—

(1) Consider assigning designated drivers and alternate drivers to vehicles. This practice fosters "pride in ownership" and designates responsibility for operator maintenance.

(2) Annually recognize vehicle operators, who maintain outstanding safe driving records, and units with outstanding records. DA Form 1118 (Certificate of Merit for Safety), DA Form 1119-1 (U.S. Army Safety Award), or other forms of recognition will be used. Other incentives for safe driving performance are as follows:

(a) The Driver and Mechanic Badge for military and civilian personnel as prescribed in AR 672-5-1.

(b) The National Safety Council Safe Driver Award for Army civilian personnel who drive AMVs within the United States.

(c) Suggestions, superior accomplishments, and honorary awards as prescribed in AR 672-74.

(d) Consideration of an individual's superior driving record when assigning vehicles, routes, and duties.

b. Supervisors of AMV operations will—

(1) Set standards of performance for vehicle operations to ensure continuity, safety, consistency, and clarity so drivers are aware of and understand their responsibilities.

(2) Periodically assess driver performance and use incentives to